350 S. St. Charles St. Jasper, In. 47546
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Part # 11060399
59-64 Impala Level 3 Complete Air Suspension System
Street Challenge Package

Front Components:

1	11053011	TQ Series Front Shockwaves
1	11052899	Front Lower StrongArms
1	11053699	Front Upper StrongArms
1	11059100	Front MuscleBar Sway Bar w/ PosiLinks
1	11059400	Billet Tie Rod Adjusters

Rear Components:

1	11054699	Rear CoolRide Kit for StrongArms
1	11050711	TQ Series Rear Shocks
1	11054499	Rear Lower StrongArms
1	11066699	Rear Upper StrongArm & Panhard Bar Kit
1	11059102	Rear MuscleBar Sway Bar

Compressor System:

1	30314100	5 gallon AirPod w/ LevelPro Control System
1	30400034	4 Pack of LevelPro Height Sensors
1	31008500	Key Fob Remote Controls

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Part # 11053011
58-64 Impala Front TQ Series Shockwaves
For Use w/ StrongArms

ShockWave Assembly:

2	24090199	255c double convoluted bellow assembly
2	24329999	2.6” stoke TQ Series shock
2	70008913	Locking ring
2	90001994	.625” I.D. bearing
4	90001995	Bearing snap ring
2	90009989	2.75” Stud Top - Adjustable

Components:

2	90002309	2.75” Delrin stud top base
2	90001902	Aluminum cap for Delrin ball
2	90001903	Delrin ball upper half
2	90001904	Delrin ball lower half
2	31954201	¼”npt x ¼” tube swivel elbows
4	90002221	Reservoir mount
1	85000003	4mm Allen wrench

Hardware:

2	99562003	9/16” SAE Nylok jam nut	Stud top hardware
12	99050000	4mm x .5” socket head cap screw	Reservoir mounts

SHOCKwave®
by Air Ride Technologies

Installation Instructions

3. Viewed to the left is the underside of the coil spring pocket.

4. Apply thread sealant to elbow fitting and screw into the Shockwave.

Note: On some cars the coil spring retainer may also need to be trimmed to ensure that the stud top does not come in contact with it.

5. Insert the swivel stud top through the factory shock hole and secure with a 5/8" Nylok nut and flat washer. **The air fitting must be towards the outside of the car.** The bellow can be rotated separate of the shock to alter the air fitting location.

6. Attach the Shockwave to the lower arm using the hardware and spacers supplied w/ the lower arm.

12. Although cutting the frame is typically not required on this car, check air spring clearances through full suspension travel. **Allowing the air spring to rub will result in failure and is not a warrantable situation.**

13. The best ride quality will occur around 50-60% suspension travel, depending on vehicle weight this typically occurs around 105-110 psi.

1. Stud top aluminum base
2. Delrin ball lower half
3. Delrin ball upper half
4. Aluminum cap
5. 9/16” SAE Nylok jam nut
6. Threaded stud (screwed onto shock shaft)
7. Rebound adjusting knob
8. Screw

The care and feeding of your new ShockWaves

1. Although the ShockWave has an internal bumpstop, **DO NOT DRIVE THE VEHICLE DEFLATED RESTING ON THIS BUMPSTOP. DAMAGE WILL RESULT.** The internal bumpstop will be damaged, the shock bushings will be damaged, and the vehicle shock mounting points may be damaged to the point of failure. **This is a non warrantable situation.**

2. Do not drive the vehicle overinflated or “topped out”. Over a period of time the shock valving will be damaged, possibly to the point of failure. **This is a non warrantable situation!** If you need to raise your vehicle higher that the ShockWave allows, you will need a longer unit.

3. The ShockWave is designed to give a great ride quality and to raise and lower the vehicle. **IT IS NOT MADE TO HOP OR JUMP!** If you want to hop or jump, hydraulics are a better choice. This abuse will result in bent piston rods, broken shock mounts, and destroyed bushings. **This is a non warrantable situation.**

4. Do not let the ShockWave bellows rub on anything. Failure will result. **This is a non warrantable situation.**

5. The ShockWave product has been field tested on numerous vehicles as well as subjected to many different stress tests to ensure that there are no leakage or durability problems. Failures have been nearly nonexistent unless abused as described above. If the Shockwave units are installed properly and are not abused, they will last many, many years. **ShockWave units that are returned with broken mounts, bent piston rods, destroyed bumpstops or bushings, or abrasions on the bellows will not be warrantied.**

Shock adjustment 101- Single Adjustable

Rebound Adjustment:
How to adjust your new shocks.
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.
You must first begin at the ZERO setting, then set the shock to a soft setting of 20.

-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.

-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks. CONTINUE ON NEXT PAGE.

Take the vehicle for another test drive.

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:
One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.

Shock adjustment 101- **Triple Adjustable**

Triple Adjustable:
Step One: High Speed Compression

-High speed compression adjustments are used in both street driving and track tuning.

-Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.

-Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.

-Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.

-Now turn the low speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use). Take the vehicle for a test drive.

-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 clicks.

Take the vehicle for another test drive.

-if the vehicle is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the low speed compression adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Step 3:
Adjust rebound according to Single Adjustable instructions.

Note:
One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.

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Part # 11052899
58-64 Impala Front Lower StrongArms
For Use w/ Shockwaves or CoilOvers

Components:

1	90000474	Driver side lower Arm
1	90000475	Passenger Side Arm
2	90000676	Cross shaft
2	9000677	Cross shaft clamp
4	90000906	Lower control arm bushing
1	90000476	Driver side steering stop
1	90000477	Passenger side steering stop
2	90000904	Ball joint
4	90002062	Aluminum bearing spacer
2	Grease Fittings	

Hardware Kit:

2	99371011	3/8” x 6 ½” USS bolt	Sway bar end link
2	99372002	3/8” USS Nylok nut	Sway bar end link
4	99311001	5/16” X 1” USS bolts	Steering stop to lower arm
4	99313002	5/16” SAE flat washer	Steering stop to lower arm
4	99312003	5/16” Nylok Nut	Steering stop to lower arm
4	99431004	7/16” x 2” SAE Gr.8 bolt	Lower arm cross shaft clamp to frame
4	99431006	7/16” x 1 ¼” SAE Gr. bolt	Lower arm cross shaft
4	99503004	½” Fender washer	Lower arm cross shaft
8	99433003	7/16” lock washer	Lower arm cross shaft & clamp
2	99501013	½” x 3 ¼” SAE Gr. 8 bolt	Shockwave to lower arm
2	99502002	½” SAE Nylok	Shockwave to lower arm

STRONGARMS™
by Air Ride Technologies

Installation Instructions

Note: These arms will not work with stock 1958 spindles.

1. Raise and support car at a safe, comfortable working height. Let the front suspension hang freely.

2. Remove coil spring, shock absorber, and lower control arm. Refer to factory service manual for proper disassembly procedure.

3. Bolt the lower StrongArm shaft to the frame. 7/16" x 2" bolts, lock washers and flat washer will be used to fasten the aluminum clamp to the frame.

4. Slide the ball joint boot over the ball joint stud. Slide the stud through the spindle, secure assembly w/ new castle nut and cotter pin supplied.

5. Attach the adjustable steering stop to the lower arm using two 5/16" x 1" bolts. This can be adjusted to maintain tire/shock clearances.

6. Attach the ShockWave to the lower StrongArm using the ½" x 3 ¼" bolts and aluminum spacers provided.

7. The sway bar end link must be shortened to 2" tall optimize clearance and alignment. Use the shorter 3/8" x 6 ½" bolt supplied. (Discard if using RideTech MuscleBar)

8. Check all clearance with brake lines, airlines, tie rod, sway bar, and tire through full suspension travel and turn wheel lock to lock.

STRONGARMS™
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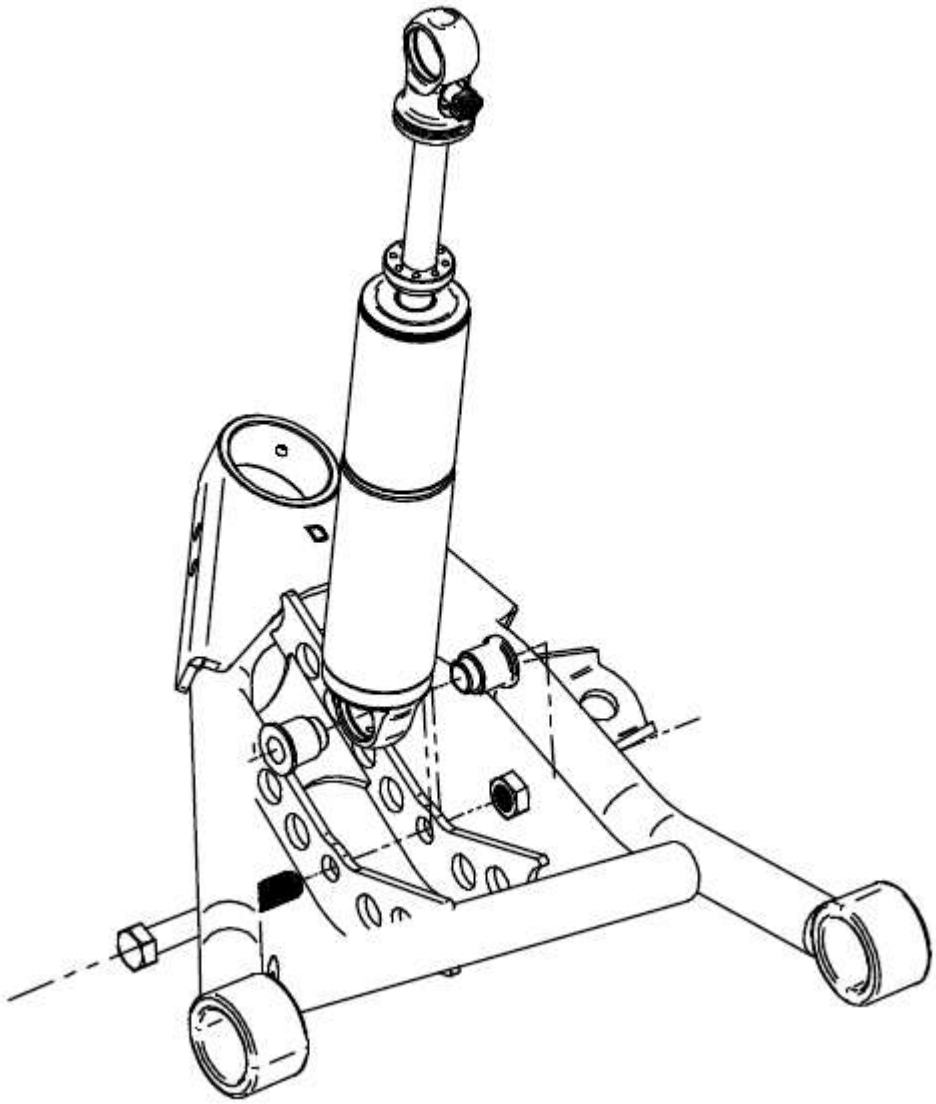
58-64 Chevy Drivers Side Lower StrongArm



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Part # 11053699
58-64 Impala Front Upper StrongArms

Components:

1	90000478	Passenger side Upper Arm
1	90000479	Driver side Upper Arm
2	90000905	Ball Joints
2	90000907	Cross shaft bushing
2	90000927	Upper Cross Shaft

Hardware:

4	99371014	3/8” x 1 ¼” SAE Gr. 8 bolt	Upper cross shaft
4	99373001	3/8” Fender washer	Upper cross shaft

STRONGARMS™
by Air Ride Technologies

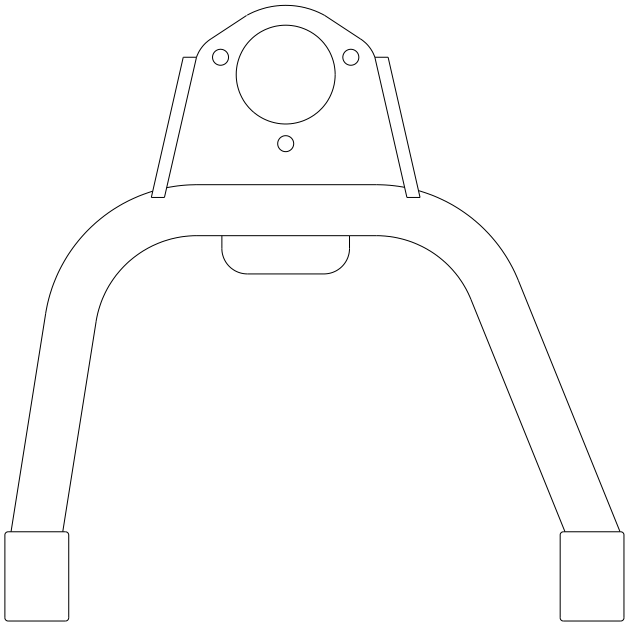
Installation Instructions

1. Drop the ball joint down through the ball joint plate, secure w/ the hardware supplied.

2. Fasten the upper arm to the frame using the factory hardware. Reinstall the current alignment shims, but **vehicle must be realigned.** This arm was designed with an extra 2 degrees of positive caster allowing the car to be aligned with up to 4 degrees of positive caster. (This will vary from car to car.)

3. Insert the ball joint stud through the spindle and install new castle nut and cotter pin supplied.

58-64 Impala <u>Driver</u> Side Upper StrongArm



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Part # 11059100
58-64 Impala Front MuscleBar
w/ PosiLinks

Components:

1	90000127	1 ¼" Diameter sway bar
2	90000124	Sway bar arm
1	90000736	Driver side frame bracket
1	90000737	Passenger side frame bracket
2	90001098	1 ¼" I.D. Polyurethane bushing
2	90000922	12mm straight PosiLink
2	90000921	12mm 90 degree PosiLink
2	90000089	T-bushing for lower control arm
1	90001092	Tube of lithium grease
2	¼" – 28 straight grease fitting	

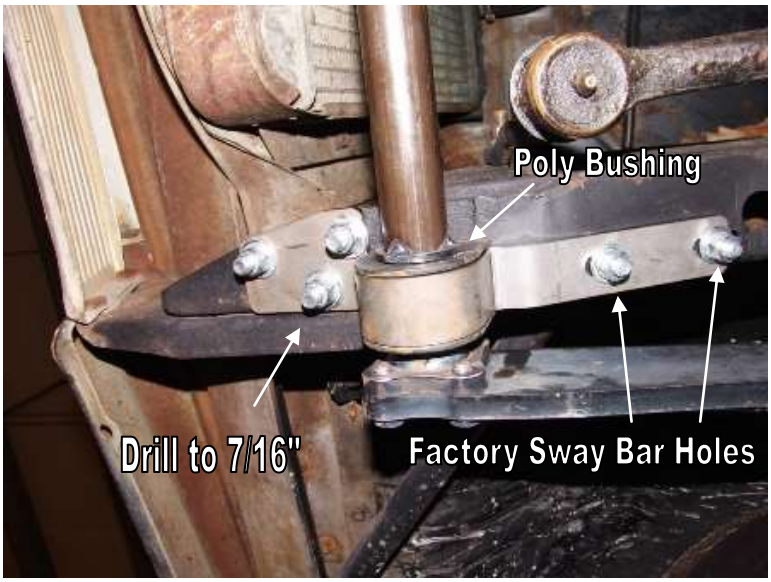
Hardware:

2	99122002	12 x 1.75 x 45mm stud	PosiLink (use Loctite)
4	99122001	12mm Nylok nut	PosiLink
2	99433002	7/16" SAE flat washer	PosiLink to lower arm
6	99431001	7/16" x 1" USS bolt	Frame bracket to frame
6	99432001	7/16" USS Nylok nut	Frame bracket to frame
12	99433002	7/16 SAE flat washer	Frame bracket to frame
4	99371003	3/8" x 1" USS bolt	Frame bracket to frame
4	99372002	3/8" USS Nylok nut	Frame bracket to frame
8	99373003	3/8" SAE flat washer	Frame bracket to frame
8	99371017	3/8" x 1" USS button head	Attaches sway bar arm to bar
8	99373005	3/8" lock washer	Attaches sway bar arm to bar

POSI·Link™

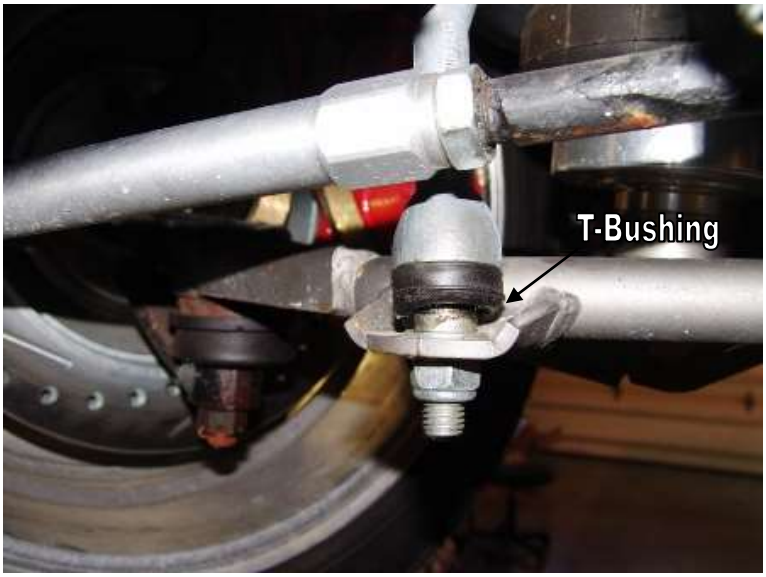
SWA7200-P Installation Instructions

*******This sway bar is designed for use with our StrongArms********



1. Apply lithium grease to the polyurethane bushing and slide it over the sway bar.
Note: Do not use petroleum based lubricants on polyurethane.
2. Place the frame bracket over the poly bushing. Bolt the assembly to the frame, the rear two holes in the bracket will align with the factory sway bar mounting holes.

3. Two of the three holes on the front of the bracket will align with existing holes. The outer hole must be drilled to 7/16".
4. Bolt the sway bar arm to the bar using four 3/8" x 1" button head bolts and lock washers. The holes in the frame may need to be drilled out slightly.
5. Attach the 90 degree end of the PosiLink to the arm using a 12mm Nylok nut.



6. Attach the straight end to the lower control arm. A T-bushing is required between the PosiLink and the lower control arm. A 12mm Nylok nut and flat washer will secure the PosiLink to the lower arm.

Check clearance though full suspension travel and turn the wheel lock to lock. Ensure that the PosiLinks to not bind. Check PosiLink clearance with tie rods.

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Part #11059400
58-64 Impala Billet Tie Rod Adjuster

2	90000091	5/8” x 8” Billet tie rod adjuster
2	99800002	5/8” SAE **Right** hand thread jam nut
2	99800003	5/8” SAE **Left** hand thread jam nut

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Part # 11054699
58-64 Impala Rear CoolRide Kit
For Use w/ Lower StrongArms

Components:

2	90006873	Rear air spring
1	90000463	Driver side upper air spring bracket
1	90000464	Passenger side upper air spring bracket
2	31954201	¼”npt x ¼” tube swivel elbows
2	90000472	1.5” O.D x 1.5” long aluminum bump stop spacer
2	90001082	Short bump stop

Hardware:

2	99435001	7/16” x 6” stud	Upper air spring bracket to frame
2	99433002	7/16” SAE flat washer	Upper air spring bracket to frame
2	99432001	7/16” USS Nylok nut	Upper air spring bracket to frame
4	99372002	3/8” USS Nylok nut	Upper air spring bracket
8	99373003	3/8” flat washer	Air spring mounting / Bump stop
2	99371003	3/8” x 1” USS bolt	Bump stop
2	99371001	3/8” x 3/4” USS bolt	Air spring to lower arm
4	99373005	3/8” lock washer	Air spring to lower arm / Bump stop

COOLRiDE®
by Air Ride Technologies

Installation Instructions

1. Raise and support vehicle at a safe and comfortable working height.

2. Support axle then remove coil spring, shock, and bump stop. Refer to service manual for proper disassembly procedure.

3. Apply thread sealant to the air fitting and screw it into the top of the air spring.

4. Place the upper cup bracket on top of the air spring and secure with two 3/8” Nylok nuts and flat washers.

5. Thread the 6” stud into the nut in the bottom of the cup.

6. Place the air spring assembly into the coil spring pocket with the tab on the side of the cup aligning with the factory bump stop mount.

7. The stud should poke through the hole in the upper coil spring pocket. Some cars may not have this hole and it must be drilled. Fasten with a 7/16” Nylok nut and flat washer.

8. Fasten the aluminum bump stop spacer to the frame using a 3/8” x 1” bolt, flat washer and lock washer.

9. Screw the bump stop into the spacer.

10. Fasten the air spring to the lower StrongArm using a 3/8” x 3/4" bolt, lock washer and flat washer.

11. Make sure that the air spring cannot rub on anything at anytime. This will result in air spring failure and is a not a warrantable situation.

12. Ride height on this air spring is approximately 5” tall, but may vary to driver preference.

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Part # 11050711
58-64 Chevy Impala Rear TQ Series Shock Kit

Shock Assembly:

2	24379999	7” TQ Series shock
2	90002024	1.7” eyelet - rebound adjustable
4	90001994	.625” bearing
8	90001995	Bearing snap ring
2	90002060	Extended T-bar (installed in shock body)
2	90001980	Snap ring for T-bar

Components:

4	90002067	Aluminum spacer for .625” bearing
2	90002221	Reservoir mount
1	85000003	4mm Allen wrench

Hardware:

4	99371004	3/8” x 1 ¼” USS bolt	Shock to frame
4	99372002	3/8” USS Nylok nut	Shock to frame
8	99373003	3/8” SAE flat washer	Shock to frame
2	99502002	½” SAE Nylok Nut	Shock to lower stud
2	99503001	½” SAE flat washer	Shock to lower stud
12	99050000	4mm x .5” allen screw	Reservoir mount

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1. Attach shock T-Bar to frame using 3/8" x 1 ¼" bolts, Nylok nuts and flat washers.

2. Attach the bottom of the shock to factory shock stud using the ½" Nylok nut & flat washer supplied. Install one aluminum spacer on each side of the bearing.

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Part # 11054499
58-64 Impala Rear Lower StrongArms
For Use with CoolRide

Components:

2	90000466	Lower control arm w/ air spring mount
4	90001085	Poly bushing half – 1.5” O.D x 1.5” long
4	90001086	Poly bushing half – 1.5” O.D. x 1” long
4	90000467	Bushing sleeve – 2.5” long

Hardware:

4	99621005	5/8” x 3 ½” SAE Gr.8 bolt	Lower arm
4	99622006	5/8” SAE Nylok jam nut	Lower arm

STRONGARMS™
by Air Ride Technologies

Installation Instruction

1. Raise and support vehicle at a safe and comfortable working height.

2. Fasten the lower StrongArms to the frame and axle using the 5/8” x 3 ½” bolt and Nylok nuts supplied.

3. Thread the 3/8” x 3/4” bolt with washer and lock washer about half way into the air spring. Slide bolt into slot on lower arm and tighten.

Note: Do one side at a time to keep axle from rotating.

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Part # 11066699
59-64 Chevy Impala Rear Upper Strong Arm & Panhard Bar Kit

Components:

1	90001119	Upper control arm – (set at 13.75”)
1	90001589	Kevlar lined Heim end – 5/8” I.D.
1	90001085	Poly bushing half – 1.5” O.D. x 1.5” long
1	90001086	Poly bushing half – 1.5” O.D. x 1” long
1	90000467	Bushing sleeve – 2.5” long
2	90002066	Aluminum bearing spacer
1	90000993	Panhard bar
1	90001942	Rubber bushing – pressed into panhard bar
1	90001946	Panhard Kevlar lined Heim end – 3/4" I.D.
2	90000460	Aluminum T bushing – for heim end
1	90000461	Panhard bar stud

Hardware:

2	99603003	5/8” USS flat washer	Panhard bar stud
1	99563001	9/16” USS flat washer	Panhard bar stud
1	99561001	9/16” x 2 ½” SAE Gr.8 bolt	Panhard bar to frame
2	99562001	9/16” SAE Nylok nut	Panhard bar
2	99752004	3/4"-16 Jam nut	Heim ends
2	99621005	5/8” x 3 ½” SAE Gr.8 bolt	Upper arm
3	99622006	5/8” SAE Nylok jam nut	Upper arm / Pan hard bar stud

STRONGARMS™
by Air Ride Technologies

Installation Instructions

1. Bolt the upper StrongArm to the frame using the 5/8" x 3 ½" bolts and Nylok nuts supplied. An aluminum washer must installed on each side of the spherical bearing.

2. Using a 5/8" x 3 ½" bolt fasten the poly bushing end of the upper bar to the axle bracket.

Note: Some vehicles have two factory upper arms and need a second tubular arm.

3. Install the ¾" jam nut onto the end of the Heim end, then screw Heim end into the end of the panhard bar.

4. Press the aluminum T-bushings into the Heim end. Fasten the Heim end to the frame bracket using the 9/16" x 2 ½" bolt and Nylok nut supplied.

5. Bolt the new panhard bar stud onto the axle in factory stud location using the 9/16” Nylok nut and flat washer supplied.

6. Slide the rubber end of the panhard bar onto the stud and secure with 5/8” thin Nylok nut and flat washer.

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Part # 11059102
58-64 Impala Rear MuscleBar

Components:

1	90001778	Rear sway bar
2	99800004	1” Sway bar bushing & clamp kit
2	90001999	Frame bracket
2	90000740	Axle bracket
2	90000088	3” U-bolts
2	90001998	End link
4	90001583	Inner sleeve for end link
8	90001596	Poly bushing half for end link
2	90001997	Welded bolt plate
2	90001092	Tube of lithium grease

Hardware:

2	99501010	½” x 2 ¼” SAE Gr. 8 bolt
2	99501011	½” x 2 ½” SAE Gr. 8 bolt
4	99502002	½” SAE Nylok jam nut
8	99432001	7/16” USS Nylok nut
8	99433002	7/16” SAE flat washer

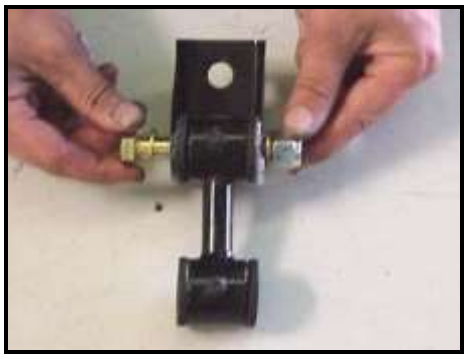
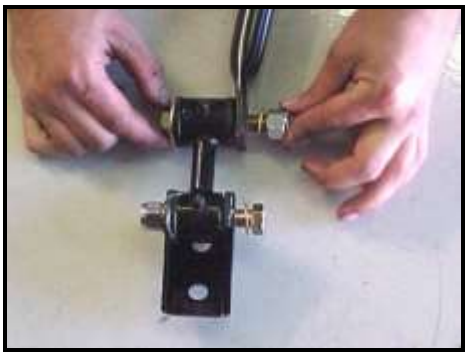
Before you proceed, please see the Special Notice on page 5 regarding frame type.

1) Securely block the front wheels of the vehicle and jack up the rear end. Support the rear end on jack stands and place the jack under the rear end for later use. *You will have to have the rear axle at approximate normal ride height to install the rear sway bar in a later step.*

2) Begin by placing the u-bolts from **hardware kit #T1722** over the rear axle. Place them roughly the same distance from the center of the axle, with the ends of the u-bolts pointed straight down. See the picture below for approximate spacing of the u-bolts when installed.

3) Use the grease pack provided to apply a heavy coat of grease to the inside of the sway bar bushings. Place the bushings over the bar. Push the brackets onto the sway bar bushings.

4) Use the grease provided to apply a heavy coat of grease to the sides of the bushings on the "dog bone" end links. Attach the mounting brackets to the end links using the shorter bolt from **hardware kit #T1712**. Attach the other end of the links to the sway bar using the longer bolt. Leave the attaching hardware loose. When attaching the hardware, **the large washer should be used to contact bushing surfaces** and **the small washer should be used to contact metal sway bar surface.** This prevents the bolt from pulling through the bushing.

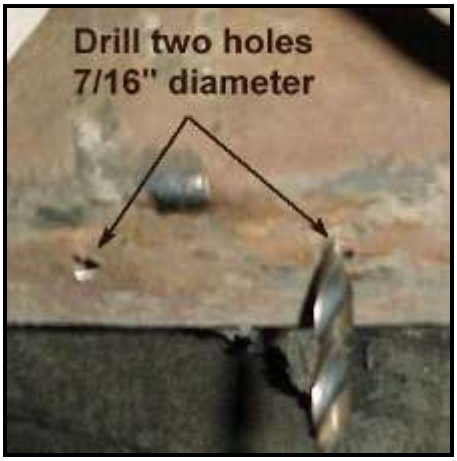
5) Hang the sway bar from the u-bolts on the axle. Slide the axle mount bracket over the ends of the u-bolts. Hold the sway bar up into place with the bushing retainer brackets mounted to the axle bracket.

Install with the nuts loosely started onto the u-bolts so that the sway bar hangs freely from the axle. **Use the anti-seize provided with the u-bolts to lubricate the threads.** *Failure to lubricate the threads can destroy the nylock nuts and possibly break the u-bolt or seize the nut in place when tightened.*

With the bar hanging freely you can slide the u-bolts along the axle until the bar is centered with the vehicle. Tighten down the nuts on the u-bolts to secure the position of the u-bolts and brackets.

6) Loosely tighten the hardware connecting the end links and brackets to the bar. *Leave just enough "slop" in the connections to allow the bar to rotate easily but still be fairly tight.*

7) With the hardware loosely tightened you can now rotate the bar up, so that the brackets are resting against the frame. Once the brackets are in place use a scribe or similar tool to mark each hole for drilling. Drill out the holes for the brackets to 7/16" diameter. *To accurately determine the location of the holes the end links must not be loose enough to move left or right.* **Make certain the axle is at its normal driving height for an accurate fit.**

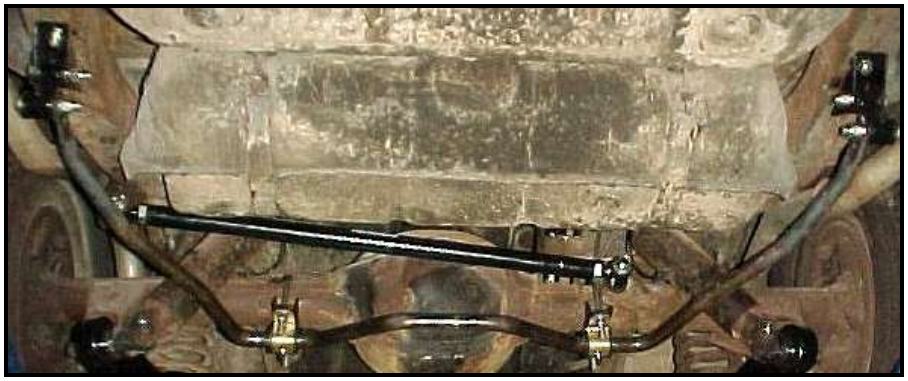


8) Once the holes are drilled, use a coat hanger to loop around one stud on the retainer bracket. Slide the bracket in through the rear end of the frame until the studs fall through the holes. Hold one stud and push the other stud back through the hole to slide the coat hanger loop off the stud.

9) Rotate the sway bar so that you can bolt the brackets up to the stud plate in the frame using the 7/16" **hardware from kit #T1719**. You will only be using four of the nuts and the four smaller washers on the studs. *The four additional nuts and washers are extra hardware not used on this kit and may be discarded.* Tighten the nuts on the brackets and the end link hardware. Torque the end link hardware to 30ft/lbs.

You can also adjust the stiffness of the bar by changing the hole the end link mounts to. The hole nearest to the end of the bar softens the bar stiffness by lengthening the bar. The hole furthest from the end of the bar stiffens the bar by shortening the length of the bar.

10) Check that all hardware is tight. Cover the grease fittings with the zerk caps provided. Remove the jack and jack stands and you're finished installing the sway bar set!



IMPORTANT NOTICE!!!

For some models, the vehicle may have a different rear section of the chassis frame. This alternate type of frame ends it's fully boxed tubing and transitions to a C-channel type.
(See below) ↓

IF your vehicle has this type of frame, you must use **hardware kit # 1750** and proceed to the following special instructions.

Since the intersection between the box tubing and C-channel prevents you from using the retainer bracket, an alternative method will be used to mount the end link clevis brackets to the frame. We will use 2 bolts & washers to replace the retainer bracket.

Securely block the front wheels of the vehicle and jack up the rear end. Support the rear end on jack stands and place the jack under the rear end for later use. *You will have to have the rear axle at approximate normal ride height to install the rear sway bar in a later step.*

Begin by placing the u-bolts from **hardware kit #T1722** over the rear axle. Place them roughly the same distance from the center of the axle, with the ends of the u-bolts pointed straight down. See the picture below for approximate spacing of the u-bolts when installed.

» Use the grease pack provided to apply a heavy coat of grease to the inside of the sway bar bushings. the bushings over the bar. Push the brackets onto the sway bar bushings.

» Hang the sway bar from the u-bolts on the axle. Slide the axle mount bracket over the ends of the u-bolts. Hold the sway bar up into place with the bushing retainer brackets mounted to the axle bracket.

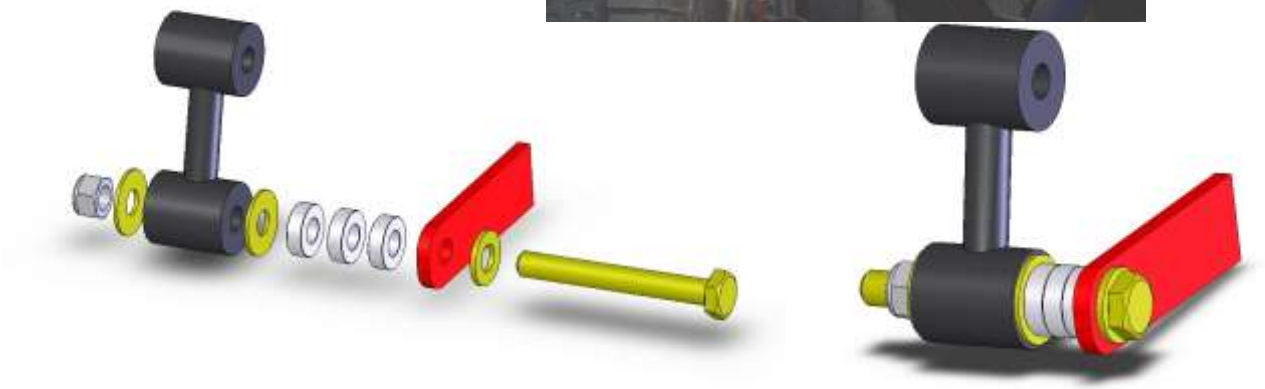
Install with the nuts loosely started onto the u-bolts so that the sway bar hangs freely from the axle. **Use the anti-seize provided with the u-bolts to lubricate the threads.** *Failure to lubricate the threads can destroy the nylock nuts and possibly break the u-bolt or seize the nut in place when tightened.*

With the bar hanging freely you can slide the u-bolts along the axle until the bar is centered with the vehicle. Tighten down the nuts on the u-bolts to secure the position of the u-bolts and brackets.

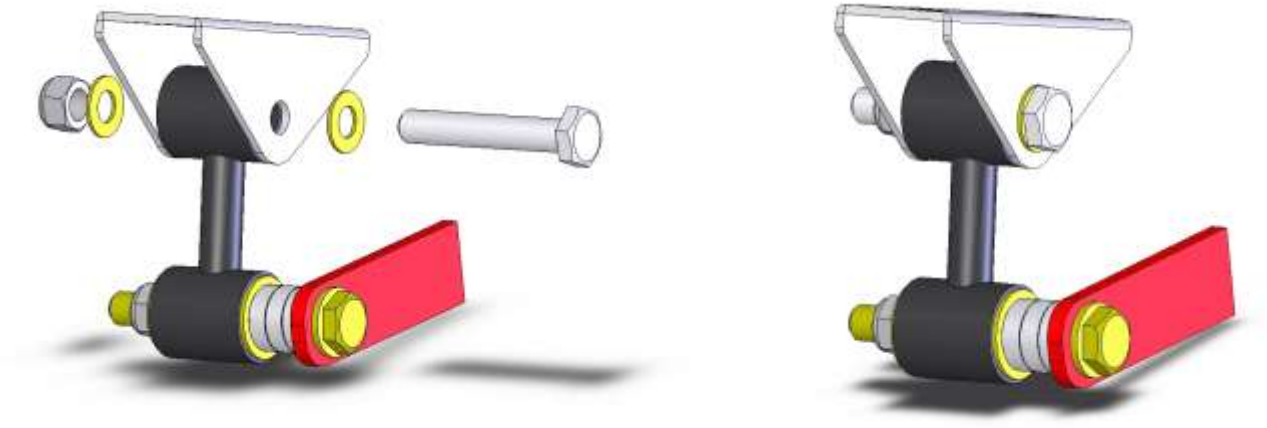
» Install the ½”-20 x 4” bolt through the sway bar hole and dogbone end link as shown in the picture. Lightly tighten hardware.

Hardware Order from Inboard to Outboard

1. Bolt (½”-20 x 4”)
2. Small Washer
3. Swaybar
4. 3 Spacers
5. Large Washer
6. Dogbone
7. Large Washer
8. Nylock Nut



» Install the Clevis Bracket onto the dogbone endlink. Lightly tighten.



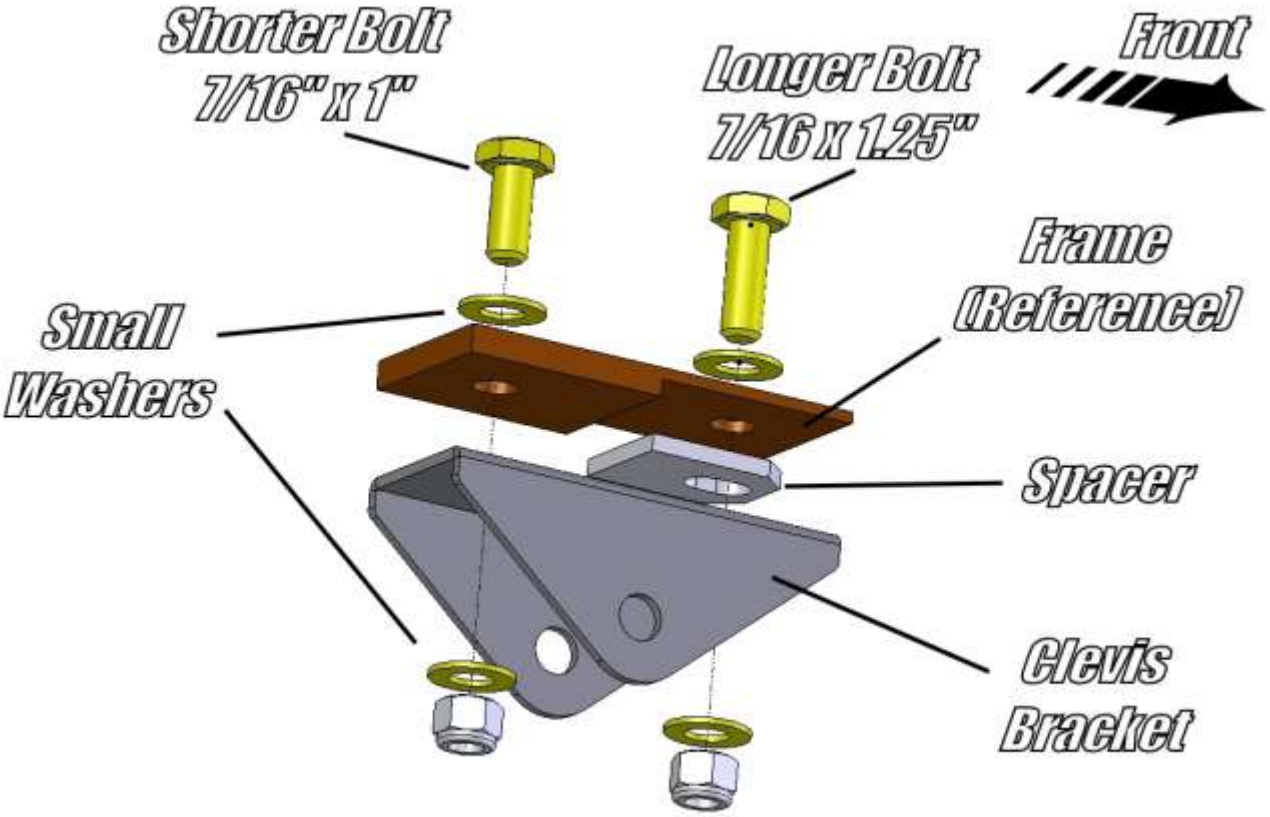
» To accurately determine the location of the holes, the end links must NOT be loose enough to move left or right. Make certain the axle is at its normal driving height for an accurate fit. With the hardware lightly tightened, you can now rotate the bar up, so that the brackets are resting against the frame. Make sure both clevis brackets lay in the center of the frame. Position the clevis bracket onto the frame so that it will be possible to use either hole on the sway bar end.

» With a marker or scribe, mark the frame for the mounting holes. Drill out the holes to accept a 7/16" bolt. Do this for both sides.

» Once the holes are drilled, grab a 7/16" x 1.25" bolt (longer) and a 7/16" washer. Using a telescoping magnet wand, fish the bolt and washer through the box tubing and set the bolt into it's drilled out hole.

» Uninstall the clevis bracket & dogbone from the sway bar for now. It will be easier to install the bracket detached from the sway bar.

» Here's a quick example of how the hardware should install. Fully tighten these bolts at this time. You may need to use one of the provided spacers to make up for the uneven surface of the frame. Your kit comes with 2 thin spacers and 2 thick spacers.



» Once the clevis brackets are installed, loosen, but do not remove, the U-bolts holding the axle clamps. This eases swaybar centering and attaching the endlinks to the dogbones.

» Attach the dogbones to the clevis bracket.

» Attach the swaybar to the dogbones.

» After all the hardware is loosely in place, fully tighten the hardware starting with the U-bolts. Make sure the U-bolts are facing straight down. Finish off the install by tightening the dogbone hardware. Your Done!!!

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1	90001920	40 amp fuse
1	90001913	#10 Yellow butt connector
1	90001914	#10 5/16” eye connector
2	31940002	30’ roll of ¼” airline
1	82010000	Installation Guide

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